

ATTENDEES NAME

ORGANIZATION

STAFF

TITLE

John replied that the construction will be mostly research facilities. He reviewed the construction that has already taken place. He mentioned that part of Intramural Drive would be closed off, to prevent it becoming a north/south version of State Street.

Paul asked if Intramural Drive was shown on the map.

John responded affirmatively and pointed it out on the map. He added that the transportation plan is trying to accommodate students, faculty, and staff and make the campus more bus-friendly. He said they are trying to discourage on-campus parking, rather encouraging parking in garages on the perimeter of campus and then taking the bus. He explained that is the reasoning behind the proposed "loop" road.

Steve H. added to the presentation and went into more detail regarding the individual projects. He said that the goal for this plan is safe and efficient movement for pedestrians, bikes, buses and cars.

Paul asked if there will be parking allowed on the streets.

Steve H. said the goal is to get cars off the streets and into parking garages. He also added that a one-way pair is more logical.

Paul asked if State Road 26 will close.

Steve H. said that the "ring road," will need to connect to State Street. He explained some possible connections between roads. He explained that 26 will be rerouted onto Teal Road.

Doug added that SR 26 would be rerouted to US 52, follow that south to Teal Road and then to US 231, finally tying back into SR 26.

Christopher Brown asked if it would be preferable to remove both highways off of campus.

Steve H. said that you do not want through highway traffic going through campus.

Steve C. asked if there would be improvements to Northwestern at the Stadium Street intersection in the left turn lane.

Steve H. said there are improvements planned. He pointed out on the map where they are proposing medians.

Steve C. mentioned there are several tight spots on Northwestern in that area.

Steve H. agreed.

Christopher asked if State Street would close as a through-street.

Steve H. replied affirmatively. He said the plan is to have the traffic coming over the bridge to the south part of campus would take the ring road to get to perimeter parking facilities.

Jim Knapp said we are trying to maintain the 10-minute in-between class break.

Steve H. commented on the efficiency of the bus system and the future hope that there will be no vehicles along 3rd Street other than buses and emergency vehicles.

John clarified the green roads on the map, explaining that those roads are closed to through traffic, but still open to buses.

Steve H. said this plan is trying to serve the pedestrians better by discouraging traffic and will accomplish that through traffic calming measures.

Paul asked if "closed to through traffic" meant all vehicles.

Steve H. said the only vehicles allowed on those roads would be buses and emergency vehicles.

Christopher asked where the airport is located on the map.

Steve H. pointed out the airport.

Christopher said that he lives on South River Road and described the route he takes to bypass campus.

John said that route is perfect for someone who is trying to go around the campus, but not logical for a student wanting to go to class.

Christopher mentioned the backup of cars on Cherry Lane at the stop sign.

Steve H. agreed that intersection needs a traffic signal.

Steve Clevenger said that US 231 will likely relieve some of the congestion.

Paul inquired about access to the Stewart Center.

Steve H. explained how one would get to the Stewart Center.

Christopher asked if the campus would remain within the stated footprint and not extend farther out.

Steve C. said that there is a lot of traffic using the one-way streets. He said there will still be traffic trying to get through campus, but believes the ring road system will be more efficient.

Steve H. explained that one-way streets are easy to monitor and for traffic progression.

Steve C. discussed the traffic backups at Grant and State Streets and problems with State Street.

Paul asked if this road would disturb residential areas.

Steve H. said that there is no intended acquisition right-of-way for this project. He also explained that this project is an effort to better serve students who drive cars, pedestrians, and keep West Lafayette competitive with other university towns.

Steve C. commented that State Street as a through street would be beneficial to those coming into West Lafayette from the west.

Steve H. further discussed the future four-lane design of State Street.

Christopher asked if there was any thought given to constructing elevated pedestrian walkways across State Street.

Steve H. answered that the idea was mulled over but only proposals, suggestions and thoughts, nothing concrete. He also discussed the difficulty of creating elevated walkways.

Dave Buck mentioned that INDOT does not recognize pedestrian issues regarding road projects.

Steve H. concurred.

Paul asked if there was an estimated cost for the project.

Steve H. explained there is a phasing plan for the project with the next project to be completed being Williams Street/Harrison improvement. He further discussed the project phases, including Tapawingo Drive and the southside of campus.

Paul asked if there was anyway to make Williams a through street.

Steve H. said that project was in the original plan, but that would require going through a residential area. He pointed out that the project is destination-oriented and not focused on how quickly one can get from the west side of town into Downtown Lafayette.

Christopher asked if the old gravel pit will continue to be developed.

Steve H. said that is not in the plan.

John added the gravel pit will be developed as a service complex only. He explained the gradual moving of the service buildings over the last ten years.

Steve C. asked what is the recommended route to get into Downtown Lafayette from West Lafayette.

Steve H. suggested several routes from where Steve Clevenger lives.

Steve C. asked what the speed limit will be on the ring road.

Steve H. answered between 25-35 mph.

Christopher asked if Grant Street was going to go over the railroad tracks.

Steve H. said that is not currently in the plan.

Christopher asked if there were any numbers on how many students leave campus for the weekend.

John answered that the number varies by weekend, but feels that more students leave now than in years past.

Steve H. went on to describe future phases of the project.

Steve C. asked what is the timeline for the completion of phases 4A and 4B in conjunction with new US 231.

Steve H. answered that US 231 should be finished in three or four years.

Doug stated that US 52 would be completed in 2010 or 2011.

Steve H. said that he feels that every three or four years a phase should be completed.

Christopher asked if it is feasible to put a tunnel under Northwestern at Mackey for pedestrians.

Steve C. agreed and added that even a median would be helpful to pedestrians.

John added that there is currently a tunnel from the Grant Street parking garage to the Union Building.

Steve H. moved on to discuss the cost aspect of the project. He said that the current phase should cost \$30 million dollars with the total project coming in at \$638 million dollars. He said the plan is always evolving, assessing where the need is the greatest and it could change in the future.

Paul asked if INDOT has been approached regarding the project.

Steve H. said INDOT has not been consulted because after SR 26 gets relocated, there will be no need to deal with INDOT. He presented a handout, which includes information on construction, right-of-way and preliminary engineering for each phase.

Dave pointed out that phase one is only construction.

Doug added that federal funds are already programmed for phase one construction.

Jim pointed out how this project fits into the integrated plan for campus.

Steve H. said the next step in the project is to meet with various committees: the Technical Transportation Committee, the Administrative Committee, Area Plan Commission and all jurisdictions.

He said they all need to approve this comprehensive plan for the county. He said he is currently working on the amendment to the TIP.

Paul asked if the City of West Lafayette has been consulted.

Steve H. said that the City is very deeply involved with the project. He said that Purdue and the City went together to hire a consultant to resolve differences between the two.

Paul added that the improvements to the road would help both the City and Purdue in terms of traffic control.

Steve C. pointed out a section of Airport Road and asked if the road will be abandoned.

Steve H. said it will be made into a T-intersection. He also added that schematic drawings will be made which will show more detail.

Dave pointed out a section of Cherry Lane and envisions that the design speed will be a little higher than the two east/west portions that are in campus.

Jim said that the problem is that you don't want to wipe out houses. He further discussed the design of the curve.

Steve H. believes that a reasonable design for the curve can be achieved.

Paul asked if CityBus is aware of the project and in support of it.

Steve H. confirmed. He also added that CityBus is seeking other funds to make areas more pedestrian-friendly and mass-transit friendly.

Steve C. asked if there are plans to include possible bus routes along the ring road.

Doug said that CityBus did a Transit Development Plan and believes part of the plan focused on campus.

Jim said that CityBus helped Purdue break the standard of building parking garages on campus. He went on to discuss student bus ridership.

Doug added that 60-70% of CityBus riders are Purdue students and faculty. He said that there were over 4 million passengers on CityBus last year, which is significantly greater than Evansville, Fort Wayne or South Bend.

Jim further added that CityBus has half the ridership that Indianapolis does and the community is 1/10 the size of Indianapolis.

Paul asked how many new parking garages would be built.

Steve H. answered five.

Dave said that one of the benefits of breaking the project into phases is allowing for a learning curve so that changes will not be too great at one time for residents.

Jim added there will need to be interim solutions in place to reroute traffic while construction is taking place.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

Pat Wilkerson said she drives a school bus and noticed there are no speed limit signs on Northwestern between Grant and Stadium. She mentioned that it is very heavily traveled by pedestrians and should have a safe speed limit.

Steve H. said that Northwestern is a state highway and that will need to be brought to their attention.

Pat said that 20-25 mph is fast enough because of the pedestrians.

Steve C. asked if State Street will close before the ring road is completed.

Steve H. said there is no way to close State Street before the ring road is done.

Steve C. said that even with 231/26, he believes people will still cut through campus.

Christopher asked when US 231 will connect at the Veterinary School.

Doug answered 2006.

Steve C. said that he can foresee major traffic problems with old SR 26 between Airport Road and US 231.

John said that we hope to discourage traffic on Intramural.

Steve C. asked if there were any immediate plans on closing University.

Jim said that it will be at least two years before the new Computer Science building is completed and then the need to close University will be reassessed.

V. ADJOURNMENT

Doug stated if there are no more comments or suggestions, the meeting is adjourned for the evening. He said that the next step in the project is taking this plan to the Technical Transportation Committee next month and hopefully by early next year, it will be part of the long-range Transportation Plan.

Paul Slavens moved to adjourn. Steve Clevenger seconded and the motion carried by voice vote.

The next meeting is scheduled for January 25, 2005.

Respectfully submitted,



Bianca Bullock
Recording Secretary

Reviewed by,

Doug Poad
Senior Transportation Planner